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N.Z. T.T. PROSPECTS

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THE N.Z.
MOTOR CYCLE
& CYCLE MONTHLY
 MAGAZINE.

Vol. I.—No. 10

AUCKLAND, JANUARY 15, 1937

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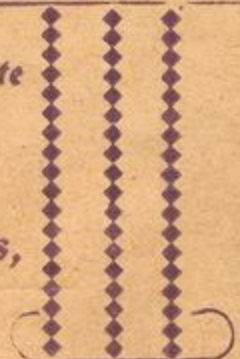
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Monthly Magazine

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Day St., Auckland, C2

VOL. I.—No. 10

AUCKLAND, JANUARY 15, 1936

Price, 3/6 year, posted

From the Editor's Armchair

RIDE A MOTOR-CYCLE

The purchase of a motor cycle is no longer an adventure. To-day a few minutes' tuition only is necessary to enable the veriest novice to take to the open road. No longer is there probability of serious mechanical breakdown; neither is it essential for the novice to be well versed in motor mechanics, in which connection the modern motor cycle may be likened unto the sewing machine: both are so reliable that their mechanism need not be studied unless one is so disposed. How many ladies know the mysteries of their sewing machines.

If these facts were more generally realised it is certain that the motor cycle fraternity would increase ten-fold. Even the cheapest car costs a comparatively large sum of money, but the motor cycle is within the reach of almost every wage-earner in this country, for prices range from £40, and even at a lower figure than this, since it is possible to secure serviceable second-hand machines for a few pounds.

For whatever purpose a motor cycle may be used, ownership creates that enthusiasm and camaraderie for which the motor cycle community is world renowned. One reason for this is the fact that the motor cycle presents a healthy means of enjoying the fresh air and of wandering afield irrespective of timetables and irksome railway travelling; a healthy man is generally a happy man, and an enthusiast, for bad health and enthusiasm do not as a rule go hand in hand. Thousands of true words could be written on the advantage of owning a motor cycle, but the strongest appeal can be made by those who already enjoy these advantages. Every reader of this journal probably has friends who are hesitating because of some doubt which a practical motor cyclist can remove by a few words.

Readers should use their great influence to convert those who at present seem to prefer the narrow

environment of their immediate surroundings to the low cost.

Let motor cyclists tell their non-motoring friends of these possibilities of the motor cycle, and let it be known the capabilities of the modern machine that can be bought to-day. Motor cycling is not for the chosen few; it is a universal pastime for both sexes; the boy of fourteen and the man of fifty, the schoolgirl and the matron, but especially it is for those who wish to extract most from life on a strictly limited income.

THE 1937 N.Z. BEACH CHAMPIONSHIP

Southern motor cyclists must have been very pleased to learn of the success of M. Jones in the N.Z. Beach Championship run at Muriwai this month. In staging the event two days after the tourist Trophy date, the Auckland Motor Cycle Club were able to induce Southern riders present in the City to participate in the race and thus ensure a more representative complexion than has been the case on former occasions. In spite of a strong Auckland challenge, two Wellington riders finished in the first three, Harry Matthews, the consistent Auckland beach rider, annexing second place.

Reliability in this long, high speed race is what counts and to those who failed to complete the course we can only offer our sympathy, but we feel very proud to extend hearty congratulations to Mervyn Jones and Les Albrecht on their fine performances on a strange beach with minimum facilities for preparing motors.

TWELVE YEARS AGO

The following letter was written to the English "Motor Cycle" in 1925 by Charles Allen, present President of the Auckland Motor Cycle Club, and makes interesting reading.

"Sir, I read with interest in your popular

paper, dated June 4th last, an article on grass track racing. The course in this town is a grass one, one mile in length, all flat, with no banking, and about one chain wide. The speeds put up are about 75 m.p.h. by 1000 cc. machines and 65 m.p.h. by 500 cc. machines, and the races in which these classes of machines are competing prove very thrilling and exciting.

"This Club (New Plymouth M.C.C.) holds an annual race meeting consisting of eight or nine races, the prize money totalling about £190 for each meeting. Large entries are received, and the sport is sufficiently popular to attract large crowds of from 4,000 to 5,000 spectators.

"Besides the race meeting, this Club (which, by the way, is affiliated to the N.Z. Auto-cycle Union) during the year holds consumption tests, grass and road hill climbs, flying quarter-mile acceleration tests, tours and social runs and an annual ball. The membership is 75.

"Popular machines in New Zealand are the 1000 cc., 500 cc., and 350 cc. types, the ultra-lightweight being very rare, as the hills in this Dominion are steep and plentiful and the roads are not of the best. Although there are many miles tar-sealed, there are still many hundreds of miles just metalled, and hundreds more without even this surfacing."

ANSWERS TO CORRESPONDENTS.

I. Alexander (Christchurch)—Thanks for your letter and picture, which will appear in our next number.

RAMBLINGS

By ROAMER

"DOPE" FOR MOTOR ENGINES

You may have heard of the new tablets which, dropped into the petrol tank of your car or motor cycle, are said to improve the running to such an extent that they make old engines young and keep new engines new. I have not had an opportunity to test them personally as yet, but I have seen some striking testimonials from motorists who swear by these tablets. Most of them report over 20 per cent increase in mileage per gallon, better acceleration and pulling power, smoother and quieter running and easier starting. Several describe the tablets as "marvellous" and "amazing" and declare that the makers have at least found something that is of real value to motorists. Altogether an impressive chorus of praise, sufficient to convince the most sceptical of drivers and riders that here, at least is something that should be tried without hesitation.

THE POCKET PROBLEM

In an extract from one of my reader's letters,

he complains that the average tailor does not make the pockets of a man's suit strong enough. "As we don't run around with handbags," he writes, "we are obliged to carry keys, coins, pencils and other heavy-weight or jagged articles which subject our pockets to considerable wear and tear. As a rule, the material used for making pockets is not nearly strong enough, to stand up to this, with the result that holes appear." He is quite right. The only advice I can offer is to tell one's tailor to make a special point of extra strong pockets, especially in the trousers: if he's the right sort, he'll be only too eager to give you satisfaction. Incidentally, it is not generally known that you can purchase complete spare trousers pockets at certain stores, so that you can replace the old ones as soon as holes appear.

TIGHTENING UP THE LAW.

The Minister of Transport, the Hon. R. Semple, in reviewing the "alarming" number of accidents during the holiday period, said that the law would be tightened up and more rigidly observed, driving tests imposed upon the motoring public. But what of the thousands already on the road with licenses that have only to be renewed once a year? The fact that new applicants for licenses will be subjected to more severe tests does not mean to say that this will solve the toll of the road question.

No. The right procedure is to track down the road hog, the intoxicated driver and the reckless motorist, and put them off the road for long periods until they realize the gravity of their offences, instead of increasing the burden and restrictions that the other 90 per cent. of innocent road-users have already to bear and observe.

INTOXICATED DRIVERS.

Speaking of intoxicated drivers, it is rarely we read of a motor cyclist being found in this condition whilst in charge of his machine. Naturally the secure protection and compactness that the car offers is a tempting inducement to the man to have his beer inside his car amidst comfort and untroubled serenity. It is when he attempts to drive that the trouble starts and he becomes a menace to other road-users. But the motor cyclist is generally a very sober person and even when in an unfit condition to ride, does not attempt to court trouble by going out on his machine in a drunken state.

New Showroom

Buyers in search of a really first-class motorcycle at a reasonable price should make a point of seeking the advice of Sel. Person, at his new and up-to-date showroom at 134 Symonds' St. A comprehensive range of good, used machines which have been thoroughly overhauled and reconditioned are on display, together with the smart, brand new range of Francis Barnetts, Coventry Eagles and Royal Enfields.

PASSING NEWS

A veteran Auckland motor cyclist has just purchased his sixteenth motor cycle, investing in a 1937 Francis Barnett. This rider commenced motor cycling in 1903, a record to be proud of.

A large number of motoring accidents throughout the Dominion at Christmas and New Year holiday time occurred, involving motorists and motor cyclists alike. Slippery roads were responsible for several cases of lost control.

Rumours of a famous English manufacturer, noted for his single cylinder racing successes, working on designs for marketing twin-cylinder machines, is denied by the English "Motor Cycle."

An Auckland motor cyclist was recently seen towing a caravan trailer behind his combination outfit, evidently bound for some camping spot.

While practising on the first morning at Waiheke Island, D. McDonagh crashed into a lamb wandering across the course, and resulting in severe injuries to the rider.* He was removed to the Auckland Hospital.

Owing to persistent clamouring for a new course in the Isle of Man, there is a possibility of the authorities changing the famous circuit in 1938.

The noted German rider, Ernest Henne, has raised the maximum motor cycle speed record to over 169 miles a hour. This is far in excess of any speed yet reached by English attempts.

The hour record for 350 cc. motor cycles was raised by James Guthrie riding a Norton machine at Montlhery recently to over 106 miles an hour. Guthrie holds the hour record for the 500 cc. class, also on a Norton machine.

The South Australian Centenary motor cycle races were held last month. Stanley Woods, the famous road racing motor cyclist, was a competitor in the Senior and Junior classes.

Mr. Charles Allen, the popular President of the Auckland Motor Cycle Club, was married recently. Charlie has been associated with motor cycling for many years and has been a valuable aid to the Club in many ways.

Putt Mossman will be making appearances throughout New Zealand with his motor cycle circus, and his popularity with New Zealand audiences is evidenced already by the large attendances at his shows to date.



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THE N.Z. BEACH CHAMPIONSHIP

In beautiful weather conditions, in contrast to the meeting last year, the N.Z. Beach Championship was decided at Muriwai on January 3rd, before a record crowd of spectators. Nine riders faced the starter and this must be considered a poor entry. The fact that the race was over mile straights and the total distance 20 miles, may have been a prohibitive element to many local boys with their standard motors. This is borne out when it is seen that of the nine machines, only one could be said to be a standard road machine.

The riders were sent away in a rolling start and proved most spectacular. Jack Mander (J.A.P.) took an early lead with Jones, White and Perry close on his tail. After three miles, H. Fitzgerald (Vincent H.R.D., Wellington) withdrew with mechanical trouble. This rider has been a strong advocate for participation in this race and his retirement was a big disappointment. He was soon followed by Perry (Excelsior J.A.P.) and J. Dale (Rudge).

Mander maintained his lead and with Jones and White, was riding well. Bill Grey, of Rotorua, dropped out on the eighth lap with motor trouble, to be followed by W. White, astride the special Velocette machine that A. Mattson was to ride in the N.Z.T.T. Armature trouble caused White's retirement and the "camp" will probably be consoled with the thought that this trouble did not occur in the T.T. race. It was a deleted field now that was racing, and when in the lead, Jack Mander's machine stopped going. This left Merw. Jones in the lead and with his International Norton going as smooth as ever, he finished past the checker flag first, and became N.Z. Beach Champion for 1937. H. Matthews (Rudge) ran into second place with another Wellingtonian, Les. Albrecht (Excelsior) third. The time was 18m. 19 2/5s.

Result:—

N.Z. BEACH CHAMPIONSHIP—20 miles (1 mile straights)

M. JONES (Wellington, Norton)	1
H. MATTHEWS (Auckland, Rudge)	2
L. Albrecht (Wellington, Excelsior)	3

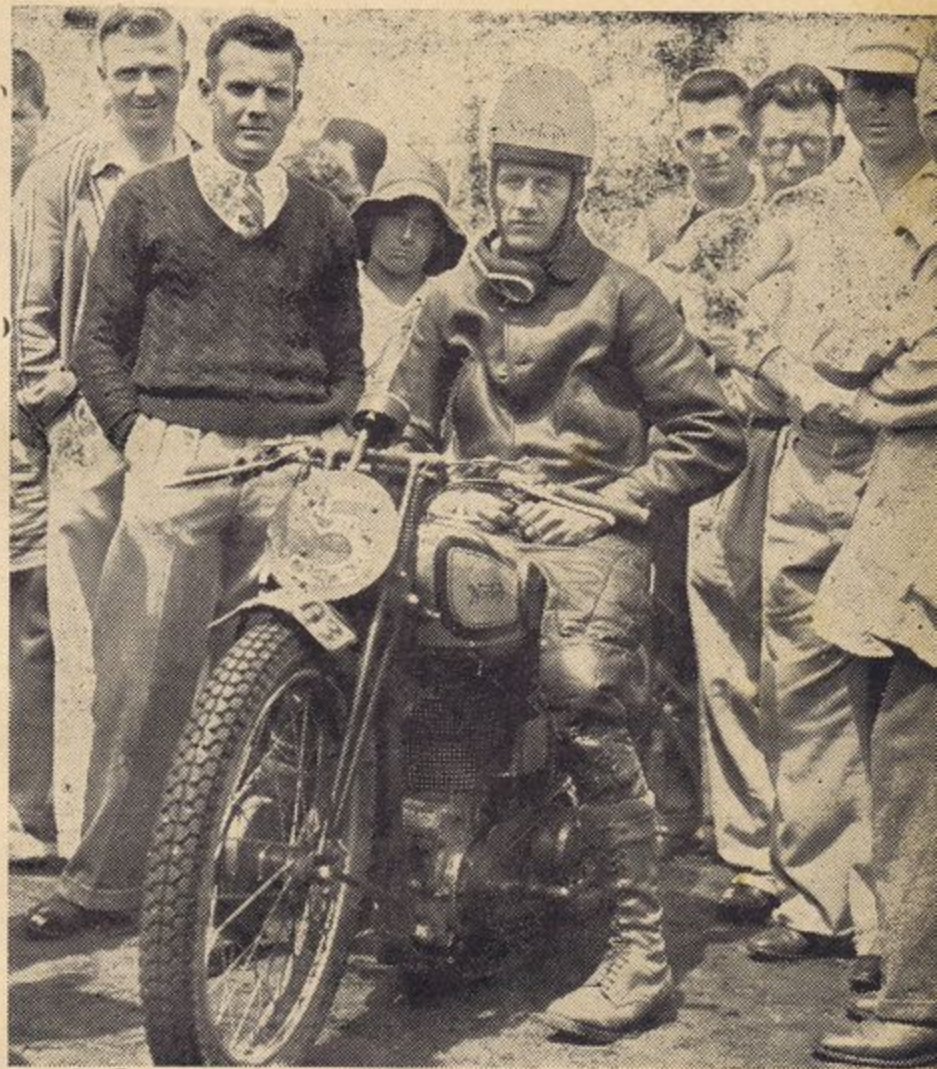
OPEN HANDICAP—10 miles

H. MATTHEWS (Rudge)	1
J. PHILLIPS (Douglas)	2
T. Crowder (Levis)	3

Time 9m 16 3-5s

There were nine starters, all but three completing the course. Matthews rode well throughout. Jones got a bad start and was never able to make up his deficit. Perry had trouble at the top end when motoring very fast.

From the Editor's Armchair



M. JONES (Wellington). Winner of the N.Z. Beach Championship at Muriwai on January 3rd. Jones rode a Norton and was well up in the lead throughout the race.

The first 1000 cc. Ariel four-cylinder motor cycle to reach New Zealand was promptly sold on arrival.

Another former rider to enter the Marriage Handicap is Mr Fred Hookway, Editor of the "N.Z. Motor Cycle and Cycle," and his engagement to Miss Olga Rea, a keen supporter of the Club's activities, was announced last month.

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**RESULTS CANTERBURY AUTO CYCLE CLUB'S
TRACK MEETING**

SEFTON DOMAIN, JANUARY 2ND, 1937

Three laps—1 1-5 miles.

First heat.—J. Brewer (1/56) 1; A. Smith, 2; M. King, 3.

Second heat.—M McClurg (2/1 4-5) 1; W. Douglas, 2; A. Laurenson, 3.

Third heat.—G. Kerr (1/52 4-5) 1; D. Blackwell, 2; H. Dunlop, 3.

Fourth heat.—W. Alexander (1/57) 1; J. Forbes, 2; I. McKay, 3.

Fifth heat.—P. Lunn (1/50) 1; A. Lamport, 2; R. Alexander, 3.

Sixth heat.—R. Pope and W. Diehl (equal—2/8 3-5) 1; P. Johnston, 3.

Seventh heat.—W. Dumpleton (2/7) 1, E. Briggs, 2; C. Mooare, 3.

First Semi Finals

First race.—J. Brewer (1/50) 1; M. McClurg, 2; G. Kerr, 3.

Second race.—P. Lunn (1/49) 1; A. Laurenson, 2; J. Forbes, 3.

Third race.—W. Alexander (2/4 1-5) 1; W. Diehl, 2; A. Lamport, 3.

Fourth race.—D. Dumpleton (1/53 2-5) 1; H. Dunlop, 2; D. Blackwell, 3.

Second Semi Finals

First race.—W. Dumpleton (1/47) 1; P. Lunn, 2.

Second race.—J. Brewer (1/54 2-5) 1; W. Alexander, 2.

Final

W. Dumpleton (1/47 2-5)	....	....	1
J. Brewer (1/47 3-5)	....	....	2

Challenge Race

W. Alexander (2/10 4-5)	....	....	1
C. Mooare	....	....	2

CORSAIR MOTOR CYCLE

At the recent Christmas Carnival the trophies and prizes that were won throughout the season were presented to the winners. The prize list, which is gradually creeping larger each year, was very comprehensive, and the array of cups was most imposing. The following cups were presented:—

Clarke Memorial, A. Laurenson; Vimiera, M. McClurg; Herb. Moore, M. McClurg; Croydon, C. Mooare; Reynolds, J. Brewer; Harrington, J. Brewer; Corsair, A. Laurenson; Terraplane, G. Bennett; Pirate, N. Grammer; McKaskell, G. Laurenson; Bower, C. Mooare; Rosengrove, A. Alexander.

Mceraki Class Cups: J. Brewer, I. McKay, B. Lack, and P. Lunn.

Motor Cycle Bargains

JACK DALE offers—

SID MOSES' RUDGE: 1st T.T. Winner, 1931...	For £10 Deposit
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1930 ARIEL, 500 c.c.	£10 Deposit
1930 DOUGLAS, 350 c.c., dry sump ...	£7 Deposit
1928 NEW HUDSON, 500 c.c.	£7 Deposit

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The Dominion's Premier Motor Cycle Event

NINETEEN COMPETITORS TO FACE STARTER

FIXTURE FOR ANNIVERSARY DAY

RACE POSTPONED

TRACK IN DANGEROUS STATE

Well over 300 people who made the trip to Ostend to witness the New Zealand Motor-cycle Tourist Trophy Race learned with disappointment shortly after their arrival that the race had been postponed until January 29, on account of the dangerous condition of the track. Rain for the past four days had softened the clay underneath the surface metal and on some of the bends to such an extent that the course was considered to be too dangerous to allow the race to proceed.

Riders' Opinions

Rain was falling when the president of the Auckland Motor-cycle Club, Mr. C. Allen, arrived by boat from Auckland with other members of the committee, and an immediate inspection of the course was made. The officials who made the inspection, Mr. J. Kay and Mr. J. Hedley, reported that the course was too dangerous to permit the race to be held without grave risk of accident.

On being questioned individually, the riders generally expressed the opinion that it would be wise to postpone the race, and it was finally decided to hold the event on Anniversary Day.

Making the Best of It.

To fill in the time until the various excursion steamers left for home in the evening, a dance was arranged by the Auckland Motor-cycle Club in the afternoon, and large numbers of the younger people took advantage of this opportunity to enjoy themselves. Older people returned to the ships and patiently awaited the hour of departure.

List of Entrants

L. E. Dixon (Levis), Kawakawa
 V. W. Melhuish (J.A.P.), Auckland
 L. Sowerby (Levis), Auckland
 J. H. Dale (Rudge), Auckland
 A. Carlinson (Norton), Auckland
 D. S. McDonagh (Excelsior J.A.P.), Auckland
 M. C. P. Jones (Norton), Wellington
 L. Moore (Velocette), Auckland
 D. Hallam (Rudge), Auckland

W. Grey (Norton), Rotorua
 L. V. Perry (Excelsior J.A.P.), Auckland
 L. Albrecht (Excelsior), Wellington
 C. Buchanan (Velocette), Auckland
 H. C. Fitzgerald (Vincent H.R.D.), Wellington
 A. Mattson (Velocette), Auckland
 O. Cox (J.A.P.), Auckland
 A. Dean (Norton), Whakatane
 H. Matthews (Rudge), Auckland
 Putt Mossman (O.K. Supreme)

The Riders in Review

Anniversary Day should see a big crowd at Waiheke Island to witness the N.Z.T.T. Race. Followers of motor cycling are assured of a thrilling day's sport, as the practice times give every indication of new records being established this year.

Len Perry riding an Excelsior J.A.P. recently broke the lap record during a snappy morning's work-out.

Old-timers Alf. Mattson (Velocette), Len Sowerby (Levis), and W. Grey (Norton) are crack riders who are well acquainted with the intricacies of the course, and they can be relied upon to put up a good show.

Last year's runner-up, Jack Dale, has his famous Rudge in good fettle, and he will take a lot of catching.

The visiting riders, M. C. P. Jones (Norton) and H. C. Fitzgerald (H.R.D.), are two crackerjacks from Wellington, both well-mounted, and their previous good showing in this race makes them formidable competitors. The windy city might yet provide the winner, as either of these riders are capable of effecting a surprise.

Putt Mossman (O.K. Supreme) steps into the picture with a combination of daring and skill, and this rider from the U.S.A. with a little better luck than that which attended his effort last year should at least gain a place. Good luck, Putt!

Third place last year after a smart performance by O. L. Cox (J.A.P.) must give this rider a great show, and the "Pride of Pukekohe" is liable to improve on his last year's performance.

Making his second attempt, A. Carlinson (Norton) will be a tough proposition. Last year, after completing 23 laps, he was flagged off.

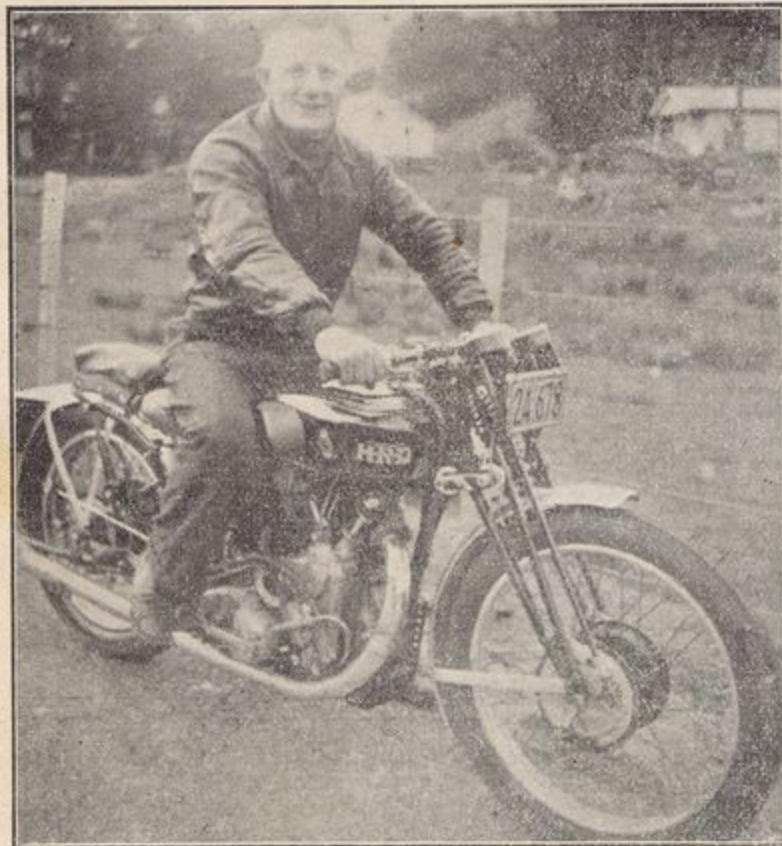
L. E. Dixon (Levis), who received a special award in the 1934 event, is a dashing rider who should show up well.

Riders making their first appearance at Waiheke Island and who have displayed plenty of ability at practice, are L. Albrecht (Excelsior), A. J. Dean (Norton) and Les Moore (Velocette). Other men well known in club events and making their debut in the T.T. are C. Buchanan (Velocette) and D. Hallam (Rudge). These first year riders should give a good account of themselves, and we wish them the best of luck.

As we go to press, we learn that D. S. McDonagh (Excelsior), who had a nasty spill during practice which necessitated his removal to hospital, has made a good recovery, and he intends to be a



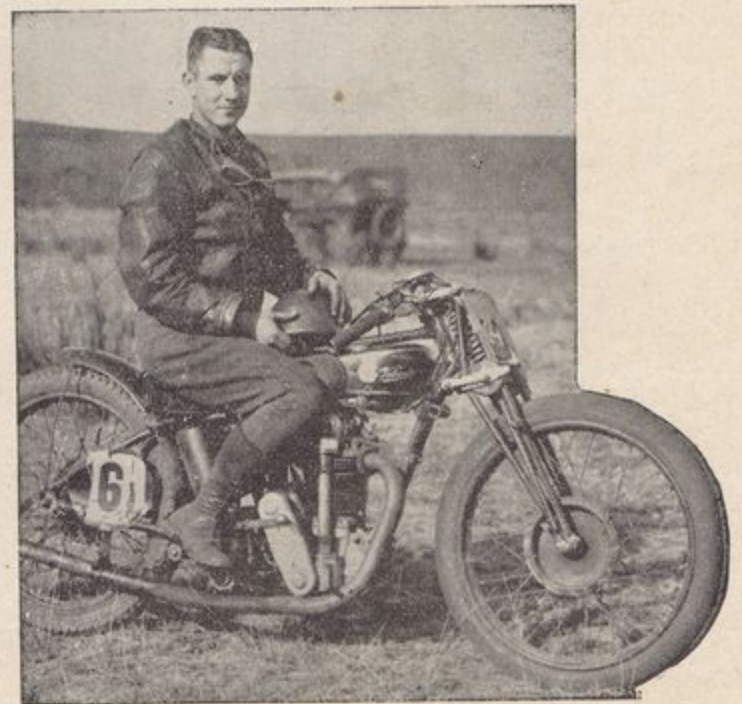
ALF MATTSON. Won the second N.Z.T.T. 1932, and was the runner-up in the fifth contest.



H. G. FITZGERALD (Wellington). Finished in eleventh place in the fifth T.T.



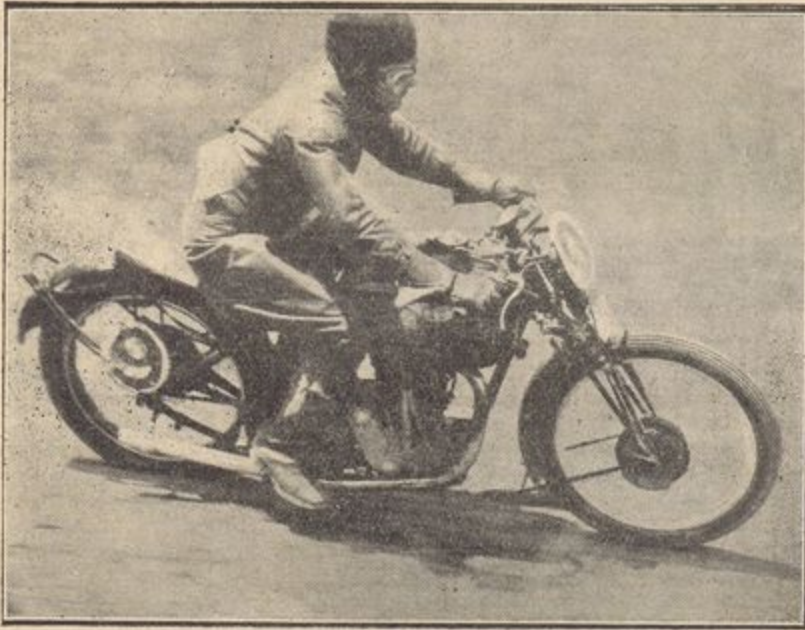
S. MOSES. Winner of the first N.Z.T.T. 1931, second in 1932 and first again in 1933 and 1934.



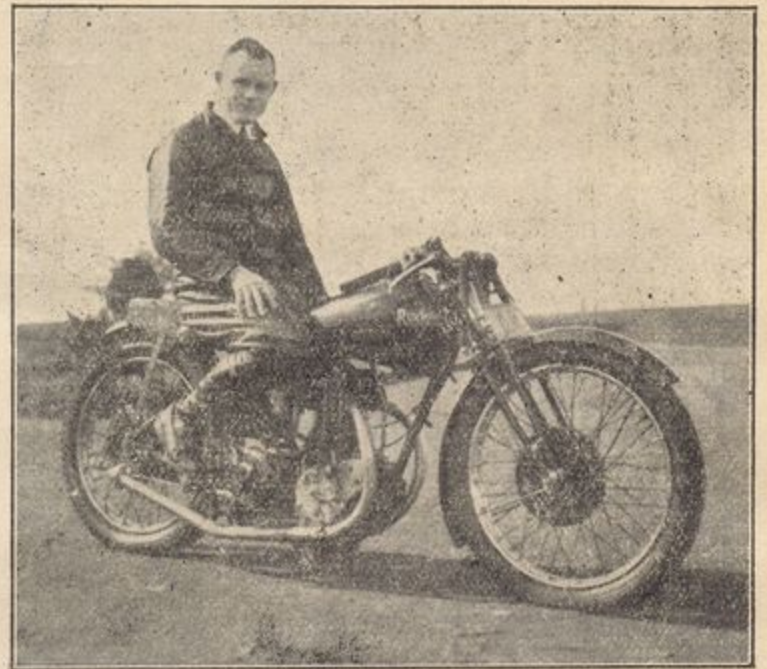
L. PERRY. A consistent T.T. rider who is dogged with bad luck. Fourth on two occasions and fifth in the fifth T.T.

starter on Anniversary Day. We admire his pluck and we feel sure he has the best of wishes of all readers for a successful ride.

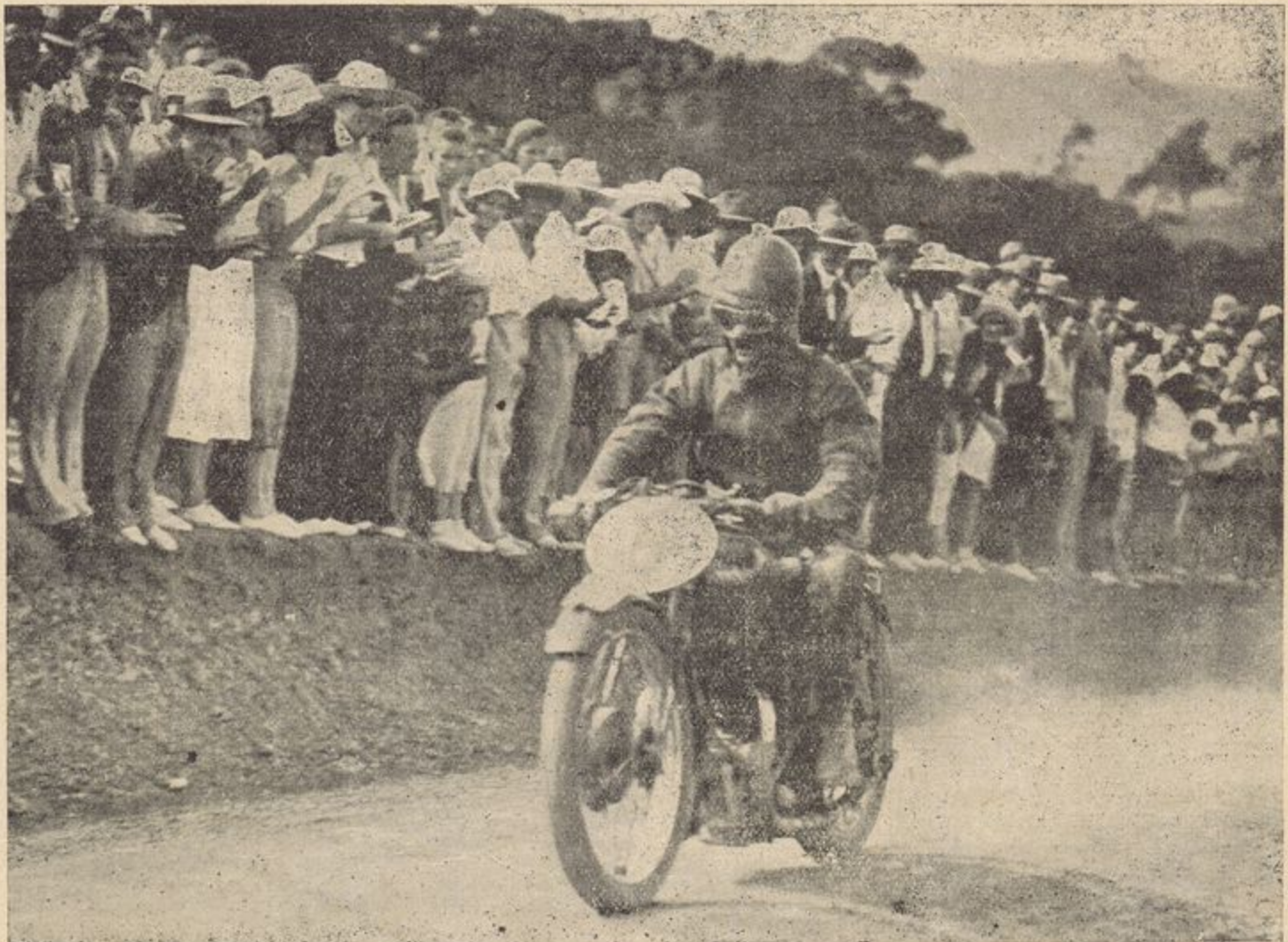
With such an array of talented riders mounted on modern machines and, bearing in mind the arduous nature of this race, this scribe would not dare to even try to pick the winner. It looks like the most thrilling and exciting T.T. ever held, and the customers will get their money's worth—which reminds us that a collection will be taken up and the T.T. Committee ask you to give freely and liberally, as this is their only source of revenue—thank you!



C. GOLDBERG. Won last year's N.Z.T.T. Race in record time. Has competed in every T.T. at Waiheke Island.



J. DALE. Second in last year's T.T., and competing again this year.



SID MOSES in action. Winning the 1933 N.Z. Tourist Trophy Race.

BARNSTORMERS.CO.NZ

MOTORCYCLE CAVALCADE

THE N.Z. TOURIST TROPHY RACES, 1931-1936

Herewith we present an interesting resume of the N.Z.T.T. Races since their inception in 1931.

THE FIRST RACE 3rd JUNE, 1931

HELD IN GLORIOUSLY FINE WEATHER

The entrants were:—

- A. Way, 348 Velocette, finished unplaced
- L. Coulthard, 348 Velocette, record lap 7.42; finished unplaced
- F. Jones, T.T. Douglas
- D. Robinson, Royal Enfield
- H. Fletcher, did not start
- F. Lindsay, 499 Rudge, third; 2hr 46min 15sec
- S. Moses, 499 Rudge, first, 2hr 45min 12sec
- W. Hickmott, did not start
- J. McDonald, 350 Douglas
- L. Sowerby, 496 D.T. Douglas, second; 2hr 46min 3sec
- P. Fletcher, retired after first lap after reaching pits
- A. Lemon, did not start
- B. Cuthbertson, did not start
- K. Yeats
- B. Smith, 350 Rex Acme, finished unplaced
- A. Anderson, Rex Acme
- C. Goldberg, A.J.S., retired mag. trouble
- A. McCaren
- P. Mulcahy, did not start
- W. Silich, did not start
- W. Forder, 490 Norton
- R. McLeod, 490 Norton, retired wrecked motor
- C. Morgan, 499 B.S.A., retired—machine burnt
- W. Berggeren, did not start
- A. Allen, 498 Sunbeam
- L. Perry, Royal Enfield, retired, broken valve springs

The race resulted in a brilliant win for S. Moses (499 cc. Rudge) who covered the distance of 135 miles in 2 hrs 45 mins 12 secs, narrowly defeating L. Sowerby (496 cc. D. T. Douglas), who finished in two hours 46 mins 3 secs. The third man, F. Lindsay (499 cc. Rudge), was also very close, his time for the 20 laps being 2 hrs 46 mins 15 secs.

Riders drew for position and lined up at the pits, the first man away being R. McLeod. He had gone a bare 100 yards before disaster overtook him. Skidding on the first bend the machine plunged over a bank and the unfortunate set to work to repair the damage; he finished at last, but it took him exactly an hour and 2 mins to do the first lap, more fortunate riders covering the distance in under 20 mins. A little later he retired permanently with a wrecked motor. The last of the 18 starters disappeared round the first bend on the initial lap and spectators settled down to wait the return of the riders.

The first man round was Sowerby, and he led all the day, being the first past the winning post. The second rider to appear, B. Smith, was closely followed by L. Coulthard, C. Morgan, G.

Allen and Moses on his Rudge. P. Fletcher came in slowly and retired on reaching the pits after the first lap, while F. Jones, who had crashed, came in to clear a jammed chain and got away in about 5 minutes.

MACHINE ALMOST DESTROYED

Lindsay provided an unexpected thrill by crashing right in front of the pits in the early stages. He was cleverly avoided by L. Perry and resumed immediately although the handles were bent and the forks seemed a trifle out of line. At the end of four laps Smith called in at the pits to adjust his



A. BRADLEY. Gained first place in the fifth N.Z. Tourist Trophy and annexed the Wakefield Cup for the fastest lap.



M. C. P. JONES (Wellington). Seventh place and winner of the first year rider's cup in the fifth T.T.

knee grips while C. Morgan showed up after a long delay and made a hurried examination of the motor. A burnt out clutch was the trouble, and no sooner had this been repaired than the rider encountered further bad luck. He crashed and a broken fuel pipe allowed petrol to splash on to the hot exhaust pipe. The machine was a mass of flames in an instant and was almost destroyed.

After five laps Sowerby was slightly ahead of Coulthard, while Moses had passed K. Yeats, G. Allen and B. Smith to take third place. Lindsay was lying seventh at this stage, but was steadily gaining on the riders, while A. Way, W. Forder and

J. McDonald were all going well. M. Robinson and A. Anderson were slow throughout. C. Goldberg was well in the running when he had to retire on account of trouble with the magneto drive, while K. Yeates made a momentary stop to release his rear brake, which had jammed.

THE FINAL STAGES

Sowerby came in to refuel after 10 laps and got away again before Coulthard and the second mount appeared. He also stopped for fuel, allowing Moses to move up to second place. Perry, who had been riding very well, appeared with various broken parts carried in one hand and could not continue on account of broken springs.

On the eleventh lap Coulthard made the fastest time of the day, 7 min 42 sec, but the next time round crashed heavily, receiving a severe shaking. His machine was also damaged and the performance in finishing fifth was extremely creditable. At half-way Sowerby was ahead, followed by Coulthard, Moses and Yeats, but the next few laps had many changes in position.

Coulthard could not make up the time lost when he crashed, and Yeats was very unfortunate to receive a puncture. Lindsay came up to third and Way was close behind in fourth place.

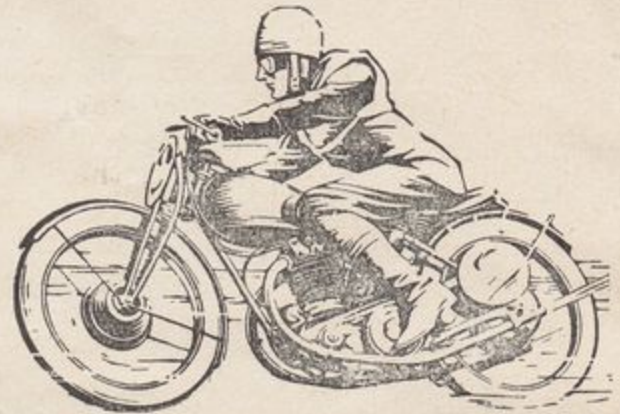
Entering the last lap, Sowerby was still far enough ahead to win on time and it seemed certain that Moses could not make up enough time to beat him. The Douglas rider, however, fell and although he was first across the line Moses was a bare 20 yards behind him and won on time. Lindsay came through a minute later and shortly after Way, Coulthard and Smith completed the course. During the next half hour the few remaining competitors straggled in, only those who finished within 20 minutes of the winner being allotted places.

THE SECOND RACE, JANUARY 29th, 1932

The entrants were:—

- B. Vinall, did not start
- J. Gower, Scott, motor seized third lap
- S. Moses, Rudge, second; 3hr 14min 30 3-5sec
- F. Lindsay, fourth lap
- L. Sowerby, twelfth lap
- W. Forder, tenth lap
- B. Cuthbertson, Sunbeam, third
- J. McDonald, seventh lap
- C. Goldfinch, did not start
- B. Bray, Norton, sixth
- J. McLeod, did not start
- L. Perry, Royal Enfield, fourth (special prize donated)
- A. Mattson, Norton, first. Fastest lap 7.32. 3hr 11min 58 1-5sec
- G. Allen, ninth
- F. Cross, fifth
- B. Smith, Rex Acme, seventh
- P. Fletcher, Norton, flat tyre first corner first lap
- L. Coulthard, eighth
- T. Fuller, did not start
- A. Way, tenth
- R. Lockett, A.J.S., seventh lap

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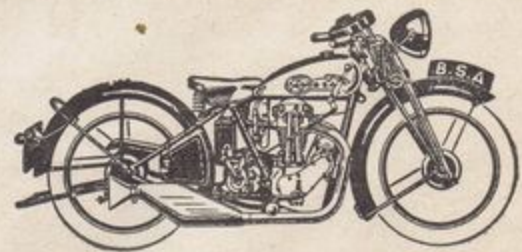
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Eighteen competitors lined up at the start, J. Gower on a Scott being the first away, followed by the rest at intervals of 15 seconds. P. Fletcher came to grief in the first hundred yards, skidding on the corner, and on the next his rear tyre became flat, causing him to leave the road. Gower led for two laps, but then did not appear again until after the race, his motor having seized on one of the back sections of the course.

Sid. Moses on his Rudge led the field both in actual position and also on time from the second lap until the seventh, when Alf. Matson who was some distance behind on account of having started nearly three minutes after Moses, overhauled the leader on time.

L. Perry on a Royal Enfield snapped the top off his gear lever half-way through the race, with the result that he had to finish the race in second. Notwithstanding this he put up a good performance, finishing in fourth place.

The winner proved to be Alf. Mattson, who completed the 168 miles in 3h 11m 58 1-5s, while Moses' time was 3h 14m 30 3-5s. Bert Cuthbertson took third place in 3h 17m 58 1-5s followed by Perry and Cross, of Timaru.

The only other riders to complete the 25 laps were Ben Bray on a Norton and Brian Smith on a Rex Acme.

Mattson was one of the few who did not fall at any stage, and his fastest lap was 7m 52sec.

THE THIRD N.Z.T.T. RACE, JANUARY 30th, 1935

The entrants were:—

- A. Mattson, Norton, retired second lap; brake seized
- F. Lindsay, Rudge, did not start; injured during practice.
- L. Sowerby, Velocette, crashed many times; retired 25th lap. Received special prize.
- B. Bray, Norton, retired 5th lap; clutch trouble.
- R. Lockett, A.J.S., retired 14th lap; broken gears
- L. Perry, Royal Enfield, retired 7th lap; tank leaking
- H. Fletcher, Norton, fell first lap; injured hand
- A. McLaren, O.E.C. J.A.P., did not start
- C. Goldberg, B.S.A., retired 17th lap; broken push rod
- W. Youren, Ariel 4, crashed 16th lap
- S. Moses, Rudge, winner; 3hrs; fastest lap 7min 32sec

A glorious summer day and a well organised event provided a good day's sport for the thousand or so people who made the trip to Waiheke.

Unfortunately owing to unforeseen mechanical troubles only one rider completed the twenty-five laps. Notwithstanding this the race was a most enjoyable one and full of interest the whole time.

With the help of two parties of wireless enthusiasts—one at the starting point and the other at a commanding point half-way round the course, spectators were kept in touch with riders all the time and this in no small measure contributed to the success of the day.

About half an hour before the start riders were ready awaiting the signal of "road clear," which came through about 1 p.m.

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EARLY TROUBLES

The start was uneventful and every rider got away without difficulty, there being an interval of thirty seconds between riders. A. Mattson was the first man away, followed by Len Sowerby, Ben Bray, R. Lockett, L. Perry, H. Fletcher, C. Goldberg, H. W. Youren and S. Moses in that order with four minutes between the first and last rider.

With the despatch of Youren on the four cylinder Ariel spectators turned their attention to the winding road leading down from the other side of the island. Mattson soon came into view and completed his first lap without incident, followed by Sowerby, Bray, Lockett and Perry, but H. Fletcher experienced trouble by sliding off the road in a bad section and receiving abrasions to the left hand which prevented him taking further part in the race.

MATTSON MISSING

As Mattson did not appear on time, it was evident that he had struck serious trouble. Sowerby was now in the lead with Bray close behind, closely followed by the remaining five. Mattson eventually reported that his brake had seized, throwing him into a water table and extensively damaging his front wheel.

BRAY TAKES THE LEAD

At the end of two laps there were only seven

riders left and during the fourth lap Bray took the lead from Sowerby which he retained until the beginning of the sixth lap, but the next time round he was missing again, giving Sowerby leading position owing to clutch trouble. With Mattson and Bray missing the race was robbed of the two most experienced riders in the event who would certainly have been in the running except for mechanical troubles.

MOSES LEADS ON TIME

At this stage Moses had moved up two places, being ahead of both Goldberg and Youren. On the seventh lap Moses was leading on time, although he was still some distance behind Sowerby, Lockett and Perry, all of whom had started before him. Perry, whose tank was seen to be leaking badly, stopped on the seventh lap when his petrol was exhausted and found the tank seriously cracked. His retirement reduced the field to five.

MORE MISHAPS OCCUR

The first rider to refuel was Goldberg, who came in after eight laps and so fell back to last position, Youren moving up to fourth. Entering the ninth lap, Moses, who was in third position, was actually leading by 55s from Sowerby, with Lockett third, a minute behind. Sowerby stopped for fuel and oil on the eleventh lap, getting away again without sacrificing his position. Lockett, who had

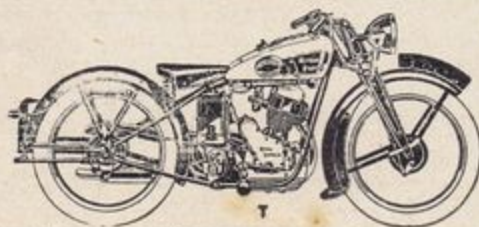
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been riding steadily and well, was seen to be in difficulties after fourteen laps and an examination of his machine at the pits revealed a gearbox defect which prevented him from restarting. This permitted Youren to take third place, Goldberg still being last.

After refuelling on the fifteenth lap, Moses took the lead in actual position, as well as on time the next time round, passing the pits two hundred yards ahead of Sowerby, who had crashed and was carrying on with his handlebars bent at a grotesque angle. At this stage advice of Youren's crash was received, and only three riders were left, one having a damaged machine. Sowerby later called at the pits for adjustments, but got away long before the arrival of Goldberg, who pushed his machine in with a broken push-rod.

MOSES FINISHES ALONE

At the beginning of the seventh lap, Moses the leader had an advantage of seven minutes over Sowerby, the only rider on the course. Sowerby's brakes were almost useless, but he continued doggedly, earning the admiration of the crowd. On the twenty-fourth lap, however, Sowerby did not appear, and Moses, who had ridden in faultless style, finished alone. A few minutes later Sowerby came in on Youren's machine, his own motor having broken a rocker-arm, which robbed him of what had appeared a second place. The failure of his motor was particularly unfortunate, as a similar accident two years ago prevented him from winning the first race of the series.

The Dominion T.T. Cup was later presented to Moses by Mr Palmer, vice-president of the Auto-Cycle Union, who congratulated the winner on his excellent performance. Moses also made the best lap time, 7m 32s. Mr Palmer later presented a miniature and a framed certificate to A. Mattson, last year's winner. Cheers were given for the two successful riders and also for Sowerby, who had carried on in spite of great difficulties until his motor failed.

THE FOURTH T.T. RACE.

The entrants were:—

- W. Grieve, H.D. J.A.P., did not start, gearbox trouble.
- A. Morgan, 348 Velocette, retired 11th lap.
- A. Mattson, 490 Norton, retired 22nd lap.
- A. McLaren, 350 A.J.S., completed 15 laps. Special Award.
- L. Ransom, 500 A.J.S., fell 13th lap. Special Award.
- S. L. Moses, 499 Rudge, first, 3h 14m 30s.
- B. Bray, 490 Norton, retired 5th lap.
- M. Silich, 490 Norton, retired 9th lap. Broken chain.
- A. V. Anderson, 350 Rex Acme Norton, retired 10th lap.
- A. Bradley, 499 Rudge, retired 19th lap. Loose spokes. Special Award.
- C. Goldberg, 346 J.A.P., Completed 24 laps.
- J. Farnham, 499 Rudge, O.E.C. No start Damaged forks in practice.
- L. Sowerby, 348 Velocette, retired 13th lap. Bigend seize.

- A. Perry, 448 Velocette, crashed 1st lap.
- P. J. Poland, 500 New Hudson, retired 5th lap.
- H. Tetley, 490 Norton, retired 2nd lap.
- W. Grey, 490 Norton, retired 6th lap.
- J. Dale, 499 Rudge, complete 20 laps.
- H. Robins, 348 Velocette, second, 3h 30m, 18s.
- B. Smith, 350 Norton, Third, 3h. 32m. 42s.
- L. V. Perry, 348 Velocette, Fourth, 3h. 38m.
- R. McLeod, 500 Cotton, did not start.
- C. R. Allen, 500 Sunbeam, retired 12th lap. Puncture.
- J. McLeod, 490 Norton, completed 22 laps.

The New Zealand Tourist Trophy Race for motor cycles which was held over a road course at Waiheke Island, was won by S. Moses (499 cc. Rudge), Auckland, for the third time since the event was inaugurated in 1931. His time was 3h 14m 30s. The event was keenly contested by 21 of the leading riders in the Dominion, and was witnessed by about 1000 people, many of whom had travelled specially from the city.

In spite of the gruelling nature of the contest, and the fast lap times recorded by many individual riders, there were no serious mishaps to competitors. Most riders fell at one stage or another, and although one or two suffered minor abrasions the majority escaped unhurt. Trouble with machines was frequent, as is invariably the case in such events, there being only one or two riders, including the winner, who did not have to stop in the course of the race.

START OF THE RACE

The lithe racing machines, stripped of all accessories, but carrying mudguards to comply with the regulations governing Tourist Trophy Races, attracted the interest of enthusiastic spectators prior to the race. According to the places drawn by the riders, the machines were lined up at the pits and the competitors were sent away at 20s intervals. With the exception of J. Dale, Auckland, whose motor would not start, until the other men had covered five laps, the field went away well, prominent riders being cheered by the crowd. The ultimate winner, Moses, started fifth in leisurely style, smoking a cigarette and apparently allowing his motor to warm before using any speed.

The first man round was A. Mattson, Auckland, who had passed A. Morgan, Hamilton, to take the lead. C. Goldberg, Auckland, also improved his position on the initial lap. The experienced men quickly sorted themselves out, although it was apparent that many of the visiting riders had made excellent use of the practice period. B. Bray, Auckland, closed up on Moses, the two men passing the pits in close company after covering two laps.

THE FASTEST LAP

Calls at the pits for repairs commenced early. H. Tetley, Auckland, coming in after one lap to remove a stand that had become loose. The next time round he stopped to replace an oil pipe union, and

was delayed for some time. R. McLeod, Te Puke, stopped after three laps to adjust his footrests, while A. Bradley, Nelson, commenced a long series of stops with fork trouble. Bray's misfortunes also commenced early, plugs causing repeated delays.

W. Grey, Rotorua, and H. Poland, Otorohanga, both encountered valve trouble in the sixth lap and retired. News was then received at the pits that A. Perry, Hamilton, who had completed only one lap, had fallen the second time round and damaged his rear brake, so that he was unable to continue. After his motor had burned out three plugs, Bray retired. Similar trouble soon overtook Mattson, who lost his lead to L. Ransom, Wellington.

MACHINE CLIMBS BANK.

A thrill was provided by L. Sowerby, Auckland, at the end of the ninth lap. He approached a corner at high speed and his machine left the road and climbed a bank. The rider was not unseated, however, and he regained the road without stopping. The Wellington man, Ransom, who impressed the crowd with his excellent style, lost his position at the head of the field before long, a fall resulting in a minor injury that put him out of the race. Another rider who led for a time, M. Silich, Auckland, was also unfortunate, a broken primary chain putting his mount out of action.

The lead changed hands with exceptional frequency, Sowerby being ahead after 12 laps. A burned-out bearing caused his retirement shortly after, and Moses then took the position at the head of the greatly reduced field. The 13th lap was unlucky for Mattson, as sparking-plug trouble caused a long delay.

A GOOD PERFORMANCE.

A Hamilton representative, A. McLaren, gave one of the finest performances of the day, on a machine seven years old. For many laps he was second only to Moses, and at one stage he was actually ahead. A broken push-rod eventually spoiled his chances of success. Motor trouble accounted for Morgan, while one of the two South Island men, C. R. Allen, Blenheim, retired after picking up a puncture.

Entering the 18th lap Moses was a lap and a-half ahead of Goldberg, while W. Robins, Whangarei, who eventually finished second, had moved into third place. B. Smith, Whitford, who rode a steady race, commenced to close up, but Bradley, who had frequent pit stops to mar his fine riding, lost a number of spokes from his rear wheel and withdrew. Robins was left second to Moses when Goldberg was delayed with carburettor trouble. Mattson, who had been "nursing" a temperamental motor then lying third. He was obliged to give up, however, after covering 21 of the 25 laps.

MOSES WINS EASILY.

Looking as unruffled as when he started, Moses

finished over two laps ahead of the other placed men, and was given an enthusiastic reception. On time, Robins was second, Smith third, and Goldberg fourth, while riders still on the course 20 minutes after Moses finished were L. Perry, Auckland, R. McLeod and E. R. Anderson, Auckland, who rode a steady if slow race on an old mount.

THE FIFTH N.Z. T.T. RACE.

A DAY OF SURPRISES.

The entrants were as follows:—

M. C. P. Jones, Excelsior	A. Bradley, Rudge
J. Dale, Rudge	B. Smith, Norton
J. Kennedy, Ariel	L. E. Dixon, Norton
H. Fitzgerald, A.J.S.	A. Bailey, Excelsior
A. McLaren, O.E.C.	C. Allen, Royal Enfield
C. Goldberg, Velocette	D. K. Munro, New Hudson
J. Anderson, Velocette	L. Perry, Velocette
H. Robbins, Velocette	J. Farnham, O.E.C.
L. Ransom, A.J.S.	E. Anderson, Rudge
A. Mattson, Rudge	B. Bray, Norton
L. Sowerby, Velocette	W. Grey, Norton

The T.T. run at Waiheke on December 29th, 1934, can be considered the best Road Race ever held in New Zealand. The performances of the first year riders alone, shows the interest taken in this classic event. The fact that all the placed men broke the previous fastest time for the race is outstanding. Consistent fast laps by most of the entrants is evidence that the race is getting faster, and that the riders are becoming better each year. The surface of the road, which is macadam (unsealed), was very good, and reflects great credit on the Road Board who had done so much to make this race a success. The organisation was sound, and the officials carried out their duties in such a manner that no hitch occurred during the day. A distinct improvement was noticed in connection with the Pit arrangements, and efficiency was the order of the day.

The race was started by Mr. F. H. Brown, chairman of the Ostend Road Board, and the riders sent away at 25 seconds intervals; and as the last man got away, the leading rider was coming up the short straight towards the start. Jones, of Wellington, who drew first position at the start, was sent away at 12.27, followed by J. Dale, Auckland, H. Fitzgerald, Wellington, A. McLaren, Hamilton, C. Goldberg, Auckland, J. Anderson, Auckland, H. Robbins Whangarei, A. Mattson, L. Sowerby, Auckland, A. Bradley, Nelson, B. Smith, Auckland, L. Dixon, Kawa Kawa, L. Perry, Auckland, J. Farnham, Ruakahi, E. Anderson, Auckland, B. Bray, Auckland, and W. Grey, Rotorua. There were two non-starters, Bailey of Helensville, who had the misfortune to have his machine burnt during practice, and Munro of Otorohanga, who fell in practice and fractured a bone in his wrist.

As the race progressed it seemed to be a replica of last year, except more riders were keeping their

position in the race. Bradley, wearing a black leather suit with a handkerchief streaming from his neck, reminded one very much of Moses, and being on the same motor, it was hard to remind oneself that it was not Moses riding, the style and general appearance was the same, and as in last year's race, the winner was not apparent until the last few laps.

Bradley's win was well deserved and popular, but other finishers were unlucky, and had they gone through the race without mechanical trouble, the placings would have been extremely hard to nominate. These men must not be forgotten and some wonderful rides were put up by such men as Bray, who broke a petrol pipe and lost 7 minutes, Mattson, who cut out his second gear, Perry who ran off the road, and Dixon who was brought down by another rider. However, it is the fortune of war, and a great race was won and lost.

The placed men thoroughly deserved their positions and they came from the middle of the field with some fast men in front of them. Mattson, who in the last lap was neck and neck with Bradley, lost valuable speed through not having his second gear in operation. Sowerby, who rode into third position, was the only man not to have a pit stop, and rode a great race, and was the first 2½ h.p. machine to finish.

The other placed men rode hard for their positions and can be congratulated on a splendid performance. The fact remains that one has to be physically fit and have a good motor under one to finish the race.

Machine failures were noticeably few, and riders now seem to see that to finish is essential if one is to win. More care in tuning and in the cycle part of the machine has proved worth while, and while riders have always and always will, tune for maximum speed, the tuning has been done with reliability as the main feature. This race is a gruelling test of rider and machine.

SIXTH T.T. RACE JANUARY 1st, 1936

The entrants were as follows:—

A. Carlinson	A. McLaren
W. Grey	R. J. Hyde
J. Brough	N. Francis
J. Dale	C. Allen
P. J. Poland	H. C. Fitzgerald
C. Goldberg	G. L. Gore
J. Anderson	L. Cox
B. Bray	A. J. Dean
V. W. Melhuish	P. Mossman
M. Jones	

New Zealand's sixth annual T.T. race was held on Waiheke course on January 1, 1936, when 20 riders participated in the gruelling 160 mile race over unmetalled roads. Although it rained heavily on the last day of the old year, the Saturday morning dawned bright and clear with a hot sun.

A. Carlinson was first man away, and as the flag fell his engine roared into life and the 1936

N.Z.T.T. was on. Without exception, all riders were away to good starts at half-minute intervals. Misfortune was soon following the riders, and Dixon was the first victim, his second gear stripping before the first lap was completed. Putt Mossman, the American visitor and a last-minute entry, had similar trouble with his Ariel, surviving only one lap, to be followed soon after by Merv. Jones.

It was evident that Goldberg, Dale, Bray and Allen were out to make the pace hot, and the last-mentioned put up 6.58 in his first lap, this proving to be the fastest lap of the day.

News of G. Gore crashing came through, while the carburetter of Anderson's Rudge evidently didn't relish the dust of Waiheke climate, eventually causing his retirement.

During the third lap a serious accident seemed imminent, when Melhuish and Fitzgerald collided at speed along the back straight. Fortunately neither rider was seriously hurt, but it spelt retirement for Melhuish. Spills were now becoming frequent and many reports of minor crashes with riders remounting and continuing were heard. A seized motor saw the end of Brough's ride after nine laps, and Poland was out following a spill. Carlinson, Grey and Allan MacLaren were lapping consistently, while Goldberg had pushed to the front and did not look like losing that position.

After riding 15 solid laps, Ben Bray, coming up behind another rider, got more than his share of dust, which temporarily blinded him, and he crashed into the bank, escaping with a few bruises.

Dale continued to work his way through the field and moved into second place behind Goldberg. The field was now getting thinned out, and Fisher, with gearbox trouble, and Allen crashing added to the big list of retirements.

Although he was continually lapping in a few seconds over the seven minutes, Goldberg did not come in for a brief spell until his twenty-first lap, when he refuelled.

As the race neared conclusion, riders were slowing up, and machines beginning to feel the strain of hard racing. Perhaps the cruelest stroke of misfortune fell on Allan MacLaren when, after completing 24 laps, the rocker of his A.J.S. broke and put him out.

After riding for 3 hours 4 mins. 38 secs., Charlie Goldberg received the flag for the final time and became winner of New Zealand's 1936 T.T. Race after a great ride and, incidentally, establishing a new record time for the distance. Jack Dale, although only five minutes behind Charlie, came into second place after a consistent ride, with O. L. Cox filling third position. Carlinson, crashing on his last lap, remounted and rode into fifth place behind Dean, the only other finisher.

Fifteen retirements out of the field of twenty is a large proportion, but many unforeseen circumstances were responsible, such as the large number of gearbox failures, and the N.Z.T.T. once again enhanced its reputation as a real training ground for its representatives to appear on English courses.

Results were:—

C. Goldberg (500 Velocette), 3 hrs. 4 mins. 38 secs., 1.

J. H. Dale (490 Rudge), 3 hrs. 9 mins. 45 secs., 2.

O. L. Cox (350 Velocette), 3 hrs. 10 mins. 21 secs., 3.

Fastest lap: C. R. Allen; first lap, 6 hrs. 58 mins. Won the Wakefield Trophy.

As stated in our last issue, the inauguration of the N.Z.T.T. was due to the untiring efforts of Mr. Henry Fletcher. This race is now the premier event of its kind held in the Dominion, and we feel sure, that the thanks of all interested in the sport of motor cycling are due to Mr Fletcher in appreciation of his splendid achievement.

It is from the competitors in the N.Z.T.T. that a rider is chosen to represent New Zealand in the Isle of Man T.T. Races each year. Amongst those who have made a name for themselves in this event are S. Moses, who, in 1933, secured a Replica and the Nesbitt Award for pluck and endurance, and in 1936 Charlie Goldberg brought back two Replicas and distinguished himself by gaining sixth place in the Senior race on a 350 machine.

C. GOLDBERG CRASHES IN PRACTICE

A disturbing piece of news reached Auckland during Christmas week when it was made known that the popular Auckland racing motor cyclist, Charles Goldberg, had crashed during practice early one morning on the Waiheke T.T. course, just before the Crichton store. He was found by other riders in an unconscious condition, and immediately the practice was stopped and the injured man conveyed to the Auckland Hospital. For a time his condition was very serious and he did not recover consciousness for several days. However, we are glad to be able to report that the latest hospital bulletin states that he is progressing favourably and Auckland riders and others will be glad to see him about again after a piece of bad luck such as came his way.

He will be unable to compete in the N.Z.T.T. as the result of his accident, and it will be a big disappointment to himself as well as countless enthusiasts who admire his riding.

CORSAIR MOTOR CLUB'S T.T. MEETING, DEC. 13

The summer Moeraki miniature T.T. meeting was run under ideal conditions, the weather was as usual, perfect, while the entry was considerably larger and more evenly matched. A really large crowd of spectators were treated to one of the finest day's racing that has ever been held in Canterbury and the innovation of a loud speaker system helped greatly to the success of the meeting. Moeraki is the Christchurch testing ground for local riders, the place where reputations are either made or lost, and the interest created over this last meeting has done much for the sport in Christchurch. Results:—

350 c.c. Class.—P. Lunn (348 Triumph) 1; G. Bennett (348 Calthorpe) 2; A. Smith (249 O.K. Supreme) 3.

500 c.c. "C" Class.—B. Lack (493 Sunbeam) 1; M. Rush (742 Indian) 2.

500 c.c. "B" Class.—I. McKay (495 A.J.S.) 1; B. Wisely. (490 Zenith) 2; W. Alexander (499 Rudge) 3.

500 c.c. "A" Class.—J. Brewer (499 Rudge) 1; M McClurg (496 A.J.S.) 2; R Alexander (499 Rudge) 3.

Pirate Handicap.—N. Grammar (498 A.J.S.) 1; A. Smith (249 O.K. Supreme) 2; I. McKay (495 A.J.S.) 3.

McKaskell Handicap.—G. Laurenson (348 A.J.S.) 1; J. Lee (348 A.J.S.) 2; W. Churchill (498 A.J.S.) 3.

Corsair Handicap (10 laps).—A. Laurenson (488 Royal Enfield) 1; G. Bennett (348 Calthorpe) 2; L. Gorinski (498 A.J.S.) 3.

Visitors' Handicap.—M. Sugden (348 Calthorpe) 1; W. Churchill (498 A.J.S.) 2; G. Upfield (497 Ariel) 3.

Bower Grand Prix (5-lap handicap).—C. Mooare (348 Raleigh) 1; B. Wisely (490 Zenith) 2; M. McClurg (496 A.J.S.) 3.

Open Handicap.—P. Lunn (348 Triumph) 1; C. McCrea (348 Velocette) 2; I. McKay (495 A.J.S.) 3.

Consolation Handicap.—R. Alexander (499 Rudge) 1; R. Drummond (490 Norton) 2; A. Smith (249 O.K. Supreme) 3.

Harrington Cup (for fastest lap).—J. Brewer; Time 1/47 1-5.

Terraplane Cup (for best performance by under 350 machine).—G. Bennett.

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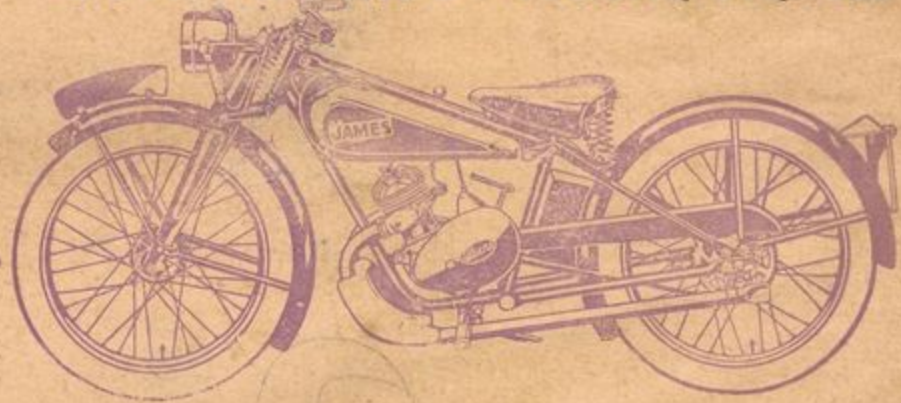
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The James was entered purely with the idea of demonstrating the reliability and stamina of this little job and after you have read the details of this trip you will be convinced that the James came through with flying colours.

The machine itself only weighs 125lbs. The weight of the rider in riding gear was 13 stone 8lbs,

equals 190lbs—65lbs more than the machine itself weighed. This trial proves conclusively that although this little James is small and light it will stand up to any work that can reasonably be given a motor-cycle.

The model H17 sells for £37/10/- and is the lowest priced motor-cycle sold in New Zealand. Very easy terms are arranged with a small deposit and 7/6 weekly. There are also three larger model James of 1.48, 1.96 and 2.49 h.p. The James was ridden in this Trial by Mr. J. Dale, to whom our thanks are due for his capable riding and also for his interesting report of the trip given elsewhere in this issue.

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